

A-GRAM



AIR FORCE CIVIL ENGINEER SUPPORT AGENCY

99-42

AUGUST 1999

CE VEHICLE ACQUISITION SUPPORT

SYNOPSIS:

In the next several years, the Air Force vehicle acquisition program is scheduled to spend \$2.7B towards bringing the vehicle fleet to 85 percent of operational standards. With that bit of great news, it would be safe to assume your older vehicles would be replaced and your vehicle problems would go away, right? Not necessarily. Money is still spent where it is needed most and if you do not let your needs be known, you will be driving antiques. The old axiom "the squeaky wheel gets the grease" still applies.

We civil engineers operate some 18,000 general and special purpose vehicles costing about \$1.7B. In our special purpose fleet alone, 44% is replacement eligible and 17% of it is missing (open or unfilled authorizations). These figures indicate that 61% of our special purpose fleet is in need of attention.

OLD PROCESS:

In past years we relied on someone else to take the initiative and make sure that we had the proper tools to do our jobs. Although we didn't always have new equipment, it was reliable enough and the maintenance turnaround time was short, with parts readily available. Today, we operate with equipment that is old and no longer parts supportable. A change in the way we do business is needed.

NEW PROCESS:

One change would be to get the "squeaky wheel" rolling in the right direction by providing more factual information to senior "money" managers. With that in mind, you could say that the improvements you receive are directly related to your initiative and ability to

communicate your needs accurately to these money managers.

The following list may help you identify the areas that you want to review and report to Air Staff:

- Vehicle lease and rental costs. Furnish listing of all vehicles rented or leased to meet mission requirements. List should include vehicle type, cost per month, and rent/lease duration.
- Identify costs of jobs contracted out because existing Air Force vehicles were not capable of doing the job or the authorization for that item was unfilled.
- Documented C-rating degradation based on vehicle status.
- Identify costs to other O&M programs caused by diversion of funds to support vehicle needs. If O&M dollars were not budgeted to provide additional/emergency support, where did the money come from? For example, an A/C unit failed to get replaced because the funding was diverted to lease/rent a backhoe to

- Lost time cost resulting from vehicle downtime. Any work order slippage, man-hours lost, or materials lost based on vehicles not being available. Identify vehicle type and duration of downtime and whether supplemental action was taken.

- Identify all O&M dollars you had to pay to transportation maintenance to get your vehicle placed back in commission.

- Direct mission impacts (Bullet Background or Talking Papers that could be provided to senior management to highlight critical need). This could be a combination of all the above describing any situation that adversely affected the mission.

The correct submission procedure would be to send your documentation to your MAJCOM/CE Vehicle Manager who, in turn, would send your information directly to his/her Air Staff counterpart, or to HQ AFCESA, where it will be consolidated and forwarded to Air Staff.

For any additional assistance, please contact your MAJCOM/CE Vehicle Manager; or if AFCESA can help, contact Mr. Dave Wagner.

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replace a collapsed section of sewer line.